Sri M. MADIAH.—Therefore Sir, those who have sent up cut motions may be kindly permitted to move their cut motions and ventilate their grievances.

Sri K. HANUMANTHAIYA (Leader of the House).—Sir, this question is repeatedly being raised. It is a question of convention. If the Leader of the Opposition discusses the matter with us, I think, there will be some settlement. He has been talking about conventions. He says this is the convention in the House of Commons. For example, there is no convention of walking-out in the House of Commons.

Sri J. MOHAMED IMAM.—You seem to be very much concerned over the walk-outs.

Sri K. HANUMANTHAIYA.—Regarding conventions, as you said, Sir, and as also Sri Bheemappa Naik, agreement can be reached by mutual discussion. In the absence of an agreement, rules will have to be enforced.

Mr. SPEAKER.—So the Leader of the House and the Leader of the Opposition Party will be pleased to have me also along with them some time before six or so this evening, so that I will be in a position to make a statement tomorrow and it will not be a ruling. I will make that statement tomorrow.

Sri K. HANUMANTHAIYA (Chief Minister).—There is another matter, Sir. The Finance Bill relating to Sales Tax (Amendment) Bill has to be taken up. As you are aware, the Leader of the Opposition, I and a few others met in your chambers and we came to a settlement that on 22nd evening it may be taken up. I have subsequently sounded the opinion of several other members. They are also agreeable to it. Therefore I request that, in pursuance of the agreement we reached in your presence, the evening of the 22nd March 1954 may be fixed for taking up the Sales Tax (Amendment) Bill for consideration.

Sri H. K. VEERANNA GOWDH (Maddur).—I have already submitted that it will not be convenient for some of us for the reasons I have already explained. My idea is that there is no hurry for this Bill to be taken up immediately. It can be taken up later. If, in spite of the representation, the House decides to go on with the Bill, I have nothing to say in the matter.

Mr. SPEAKER.—The agreement that has been reached is that we may take up this Bill on 22nd March at 5-30 P.M. Elections will be over by 5 P.M. This has been agreed to by both the Leader of the House and the Leader of the Opposition.

Sri K. HANUMANTHAIYA.—May I suggest for the convenience of members a time limit for the debate? I do not want to suggest any curtailment of the debate on the matter. You may, in your generosity, fix any time. Let there be some definite time limit instead of going on till midnight. Any time you may fix, we will be agreeable. If a time limit is fixed, members will be in a position to go back to their respective places.

Sri J. MOHAMED IMAM.—It is very difficult to forecast how much time we need. If we do not finish it that evening, we will postpone it to the next evening.

Mr. SPEAKER.—We will meet at 5-30 P.M. on the 22nd and we will watch the progress and then decide.

Now Demand for Grants, Demand No. 6.

May I fix up a time limit as I did yesterday? Now it is 1-20. We will go on with this Demand till 2. From 2 to 2-45 we will take Demand No. 7. From 2-45 to 4, we will have Demand No. 8 Irrigation. From 4 to 4-45 we will have Demand No. 9 Irrigation. The last two demands will adjust themselves. Now we will take up Demand No. 6.

DEMAND No. 6—CHARGES ON ACCOUNT OF MOTOR VEHICLES ACTS.

12. CHARGES ON ACCOUNT OF MOTOR VEHICLES ACTS.

Mr. SPEAKER.—Motion moved:

"That a sum not exceeding Rs. 2,75,000 be granted to the Government to defray the charges which will come in course of payment during the year ending 31st day of March 1955, in respect of 'Charges on account of Motor Vehicles Acts'."

Sri H. SIDDAVEERAPPA (Minister for Home and Industries).—I would like to make a statement, Sir.

Mr. Speaker Sir, while this demand is under discussion, it is my duty to bring to the notice of this Hon'ble House a short review of the working of this Department during the current year and what Government proposes to do in the coming year, that is the Budget year 1954-55. As the time is very short, I should necessarily like to be brief in what I have got to submit with regard to this demand.

Sir, as on 31-3-1953 the number of motor vehicles the Department had is:

Buses under operation	121
Under repairs	25
Buses on lines	108

New buses the bodies of which are under construction which are delivered and which are about to be delivered by the end of this month number 50. The assets of the Department have reached the figure Rs. 38,91,090 as on 31-3-1953.

Sri S. SRINIVASA IYENGAR (T. Narasipur).—On a point of order, Sir. The demand under discussion is Charges under the Vehicles Act. The Hon'ble Minister is giving a statement about the Road Transport Department.

Mr. SPEAKER.—It includes that also.

Sri H. SIDDAVEERAPPA.—The Department has been paying all these cesses under the Act. In the year under review, the mileage cess paid is Rs. 1,82,000; service tax Rs. 1,76,400; vehicle tax Rs. 2,600; fitness certificate Rs. 3,500; road tax Rs. 1,400; stand fees Rs. 20,000; Therefore it will be readily seen by the Hon'ble Members that the Department has been paying all the taxes that private owners and operators are paying. Over and above this, from the year 1952-53, the Department has been paying four per cent interest on the capital invested.

1-30 P.M.

To-day the number of persons employed is in the order of 780. Certain new routes are proposed to be operated in the coming year. I have already announced the view of the Government that before fresh routes are taken up, steps will be taken to see that wherever there is pressure or wherever there is heavy traffic, some more new buses are put on these routes. The fresh routes proposed to be taken up are: Bangalore-Bellary, Chitaldrug-Bellary, Tumkur-Pavagada, Bangalore-Tirupathi, Bangalore-Madanapalli, Mysore-Ooty. Steps have been taken to enter into correspondnce with the concerned Governments to accord permission for the new routes proposed to be taken.

Sir, regarding the financial aspect, I would like to submit, that the accounts are subject to commercial audit, as has been suggested by the Accountant-General and I am very happy to say that the figures in the current year right up to December 1953 are very encouraging. It will be seen that making allowances for all the taxes that we have to pay, the net surplus of Rs. 4,06,378 is expected by way of net earnings to the Department during the current year. It is really very encouraging, in my humble opinion.

Sri B. HUTCHE GOWDA (Turuvekere).—On a point of order, Sir. This comes under Demand No. 39—Road Transport.

Mr. SPEAKER.—Please see page 194; Mysore State Transport Authority—Charges on account of Motor Vehicles Acts. Under that head you find this.

Sri B. HUTCHE GOWDA.—That is Rs. 2,75,000; it comes under charges of collection.

Sri M. V. RAMA RAO (Tumkur).—On a point of order, Sir.

Sri B. HUTCHE GOWDA.—I have raised a point of order, Sir.

Mr. SPEAKER.—Yes; but perhaps he is saying the same thing.

Sri M. V. RAMA RAO.—I have no objection to the Hon'ble Member Sri Hutche Gowda stating his point of order. I do not wish to obstruct him. The Demand, as I understand it, is Demand No. 6 and this relates to 'Charges on account of Motor Vehicles Acts.' We find on page 194 of the Budget book, it is pay of Officers, pay of Establishment—Mysore State

(SRI M. V. RAMA RAO.)

Transport Authority—pay of Permanent Establishment, Toll-gate Establishment charges,—Temporary Establishment, Motor Licence Fee Collection charges and such other expenditure as mentioned by way of explanation of the content of the total demand. The Hon'ble the Home Minister has been making a statement before the House which relates to the manner in which the Road Transport Department is being worked, the interest it is paying on the investment, the commercial audit that has been instituted into the working of the department and various other matters which, however important and interesting they may be, would probably not be relevant to the demand. It will be seen, Sir, that Road Transport Schemes are dealt with separately under Demand No. 39. It is, therefore, Sir, very difficult for us to understand how the particular statement could be relevant to the demand under consideration.

Mr. SPEAKER.—Demand No. 39, is it ?

Sri M. V. RAMA RAO.—Demand No. 39 deals with Road Transport Schemes.

Sri M. LINGANNA (Nanjangud).—The point of order has to be substantiated. Demand No. 39 is on the Road Transport wherein the Hon'ble Minister in charge of the portfolio can make a statement in regard to the Indian Motors Vehicle Act and State Motors Vehicles taxes. His statement pertaining to that particular portion of the Road Transport, I think, may not be relevant.

Sri H. SIDDAVEERAPPA—May I make one submission? It becomes partly relevant this way, that the Government Road Transport Department also pays taxes. That comes under Demand No. 6; it cannot be wholly said to be irrelevant.

Sri M. V. RAMA RAO.—The statement went on to state the number of vehicles purchased, the number of vehicles that are under repair, the number of vehicles that are on the roads and the number of vehicles that the Hon'ble the Home Minister intends to put on routes that are to be monopolised. The total demand does not exceed Rs. 2,75,000 and the Hon'ble Minister may not be able to buy even four vehicles. So far as I am concerned, I should be very anxious to listen to his statement when we reach Demand No. 39.

Sri H. SIDDAVEERAPPA.—If that is the ruling of the Chair, I will take it up when we come to that demand. I have got other figures which I wish to place before the House. I would like to know the ruling of the Chair.

Mr. SPEAKER.—Please finish your statement about other points. By that time I will just go through it and give my ruling.

Sri H. SIDDAVEERAPPA.—Sir, with regard to the total number of vehicles in the State to-day, we have got, excluding Government Departmental vehicles, 10,863. With regard to the earnings, Sir, in the year 1952 this Department earned a net revenue of Rs. 35,47,167 whereas in the official year, that is, 1953-54, the earning came up to Rs. 71,38,212. The Department has been working very satisfactorily.

With regard to the working of the S. T. A. and R. T. A., Government are fully satisfied that these bodies have been rendering very good service in order to solve the transport problem in the State. Sir, I do not want to take much time and therefore, I leave the rest of the time to the Hon'ble Members.

Mr. SPEAKER.—I now find on page 1943 the Mysore State Transport Authority is dealt with and on page 184 the Road Transport Schemes. Those are two different items: this may be taken up under Demand No. 39.

Sri M. V. RAMA RAO.—Sir, the statement you permitted the Hon'ble the Home Minister to make just now, may kindly be got printed and circulated because it contains very valuable information which may be made use of when we take up Demand No. 39.

Sri H. SIDDAVEERAPPA.—If we leave it at that, it is not complete!

Mr. SPEAKER.—You obstructed the full statement being made. (*Laughter.*)

Sri M. V. RAMA RAO.—I did not obstruct, Sir, but I only suggested that it may be made available only on the proper occasion.

Mr. SPEAKER.—Anyhow, you will find it in the proceeding that will be printed.

Brake Inspection.

Sri S. SRINIVASA IYENGAR (T. Narsipur).—I beg to move:

"That the demand under the head "12 Charges on account of Motor Vehicles Acts" for Rs. 2,75,000 be reduced by Rs. 100 in order to raise a discussion on the working of Brake Inspection."

Sir, buses and lorries are brought every year for brake inspection at each District Headquarters. In the Budget I find a provision for the salary of the Brake Inspectors and I believe I am right if I say that there are seven in the State, one for each District and sometimes two for every District.

Sir, in each District I believe there may be about 200 buses and some hundreds of lorries. The brake inspections do not seem to be conducted properly. We are hearing a number of accidents. I do not know whether the officers in charge will be in a position to really test whether these vehicles brought for examination are fit at all. In the brake inspections we are told that several things need looking into. One is the general condition and the condition of the brakes in particular. We have seen on the roads a number of vehicles which are supposed to be in good condition but which have no brakes. I do not know how these vehicles are certified as having good brakes. The Brake Inspector has a very heavy responsibility. His certificate automatically means the safety of the lives of veral passengers in the buses. There are very many rickety buses on the roads today and I am wondering how these inspections are carried out. These Inspectors are not technical mer. Buses and lorries have to be really checked well. My idea in sending this cut motion is to see whether these inspections are properly done. Many people say,—I do not say, I have no evidence to say,—that in these inspections it is the mamool that plays the part. I have no evidence to prove that. I am only reflecting or communicating what others say: It is up to the Government to verify whether it is so or not. The inspecting officers are not well qualified. Neither mechanical Engineering graduates nor experienced officers are posted to these very important posts. I urge on the Government to see whether any improvement is necessary. I believe it is necessary. I wish that these inspections are real instead of being simply formal. That is all.

Mr. SPEAKER.—Cut motion moved:

"That the demand be reduced by Rs. 100."

ಶ್ರೀ ಡಿ. ದೇವರಾಜ ಅರಸ್ (ಹುಣಸೂರು).—ಸ್ವಾಮೀ, ಈ ವಿಚಾರದಲ್ಲಿ ಈಗಾಗಲೇ ಶ್ರೀ ಶ್ರೀನಿವಾಸ ಐಯ್ಯಂಗಾರ್ಯರು ಬಹಳ ಮುಖ್ಯವಾದ ಅಂಶಗಳನ್ನು ಸರ್ಕಾರದ ಗಮನಕ್ಕೆ ತಂದಿರುತ್ತಾರೆ. ನಾನು ಒಂದೆರಡು ಮಾತುಗಳನ್ನು ಅವರು ಹೇಳಿದು ದರ ಜೊತೆಗೆ ಸೇರಿಸುತ್ತೇನೆ. ನಾನು ಬಸ್ಸಿನಲ್ಲಿ ಓಡಾಟ ಮಾಡುವುದು ಜಾಸ್ತಿ. ಏಕೆಂದರೆ, ನಮ್ಮ ಊರು ಕಡೆಯಿಂದ ಮೈಸೂರಿಗೆ ರೈಲು ಇಲ್ಲ, ಶ್ರೀ ಶ್ರೀನಿವಾಸಯ್ಯಂಗಾರ್ಯರು ಹೇಳಿದ ಹಾಗೆ, ಅನೇಕ ಬಸ್ಸುಗಳಲ್ಲಿ ಕುಳಿತರೆ ಮೈಸೂರು ತಲುಪುತ್ತೇವೆಯೋ ಇಲ್ಲವೋ ಎಂಬ ಗಾಬರಿ ಇರುತ್ತದೆ. ಈ ವಿಚಾರದಲ್ಲಿ ನನ್ನದೇ ಒಂದು ದೃಷ್ಟಾಂತ. ಒಂದು ಬಾರಿ ಮೈಸೂರು ಕಡೆಗೆ ಬಸ್ಸಿನಲ್ಲಿ ಪ್ರಯಾಣ ಮಾಡುತ್ತಿದ್ದಾಗ ಮಗುಚಿಕೊಂಡು ದೈವವಶಾತ್ ಬದುಕಿಕೊಂಡಿದ್ದೇನೆ.

ಕಾನೂನು ಪ್ರಕಾರ ಡಿಸ್ಟ್ರಿಕ್ಟ್ ಹೆಡ್‌ಕ್ವಾರ್ಟರುಗಳಲ್ಲಿ ಇಂಥ ದಿನ ಇಷ್ಟು ಬಸ್‌ಗಳನ್ನು ಇನ್ಸ್‌ಪೆಕ್ಟ್ ಮಾಡುತ್ತೇವೆ ಎಂಬುದಾಗಿ ಸಂಬಂಧಪಟ್ಟ ಅಧಿಕಾರಿಗಳು ಒಂದು ನೋಟೀಸ್ ಹೊರಡಿಸುತ್ತಾರೆ. ನಾವು ನರ್ಮೆ ಸಾಧಾರಣವಾಗಿ ಹಬ್ಬದ ದಿನಗಳಲ್ಲಿ ಶೃಂಗಾರ ಮಾಡಿಕೊಂಡು ಹೊಸ ಬಟ್ಟೆಹಾಕಿಕೊಂಡು ಮನೆಗಳನ್ನು ಸಾರಿಸಿ ಚೊಕ್ಕಟವಾಗಿಟ್ಟುಕೊಳ್ಳುವಂತೆ ಈ ಬಸ್ ಮಾಲೀಕರುಗಳು ಆ ದಿನ ತಮ್ಮ ತಮ್ಮ ಬಸ್‌ಗಳನ್ನು ಅಲಂಕರಿಸಿ, ಅವುಗಳು ಹೊಸ ರೂಪ ತಾಳುವಂತೆ ಮಾಡಿ, ತಾತ್ಕಾಲಿಕವಾಗಿಯಾದರೂ ಬ್ರೇಕ್ ಸರಿಯಾಗಿರುವಂತೆ ಮಾಡಿ, ಅವುಗಳಿಗೆ ಕನ್ನಡಿಯೊಂದನ್ನು ಏರಿಸಿ ಅಧಿಕಾರಿಗಳ ಕಣ್ಣಿಗೆ ಚೆನ್ನಾಗಿ ಕಾಣುಲು ಎಷ್ಟು ಬೇಕೋ ಅಷ್ಟು ಮಾಡಿರುತ್ತಾರೆ. ನನ್ನ ಮಿತ್ರರು ಹೇಳಿದ ಹಾಗೆ, ಈ ಅಧಿಕಾರಿಗಳಲ್ಲಿ ಹಲವರಿಗೆ ಬಸ್‌ಗಳ defects ಕಂಡುಹಿಡಿಯತಕ್ಕ ಶಕ್ತಿ ಇಲ್ಲವೆಂದು ಹೇಳಬಹುದು. ಒಂದು ಮೈದಾನದಲ್ಲಿ ಈ ಬಸ್‌ಗಳೆಲ್ಲವೂ ಸಾಲಾಗಿ ನಿಂತಿರುತ್ತವೆ. ಇನ್ಸ್‌ಪೆಕ್ಷನ್ ನಡೆಸುವ ಅಧಿಕಾರಿಗಳು ಬಸ್ ಒಂದರಲ್ಲಿ ಕುಳಿತು ಅದನ್ನು ಒಂದು round ಹೊರಡಿಸುತ್ತಾರೆ. ಬಸ್ಸುಗಳ ಡ್ರೈವರು